



## NCDOT Prioritization 3.0 Project Summary

**SPOT ID:** H090166-C

**Mode:** Highway

**Status:** Submitted

### US-221

**From/Cross Street:** SR 1781 (Polly Sprout Road)  
Northern intersection

**Specific Improvement Type:** 1 - Widen Existing Roadway

**To:** SR 1153 (Goose Creek Road)

**Project Category:** Statewide Mobility

**Length:** 6.51

**TIP#:** R-2597C

**Fully Funded in Draft STIP?** No

**Cost to NCDOT:** \$30,500,000

#### Description:

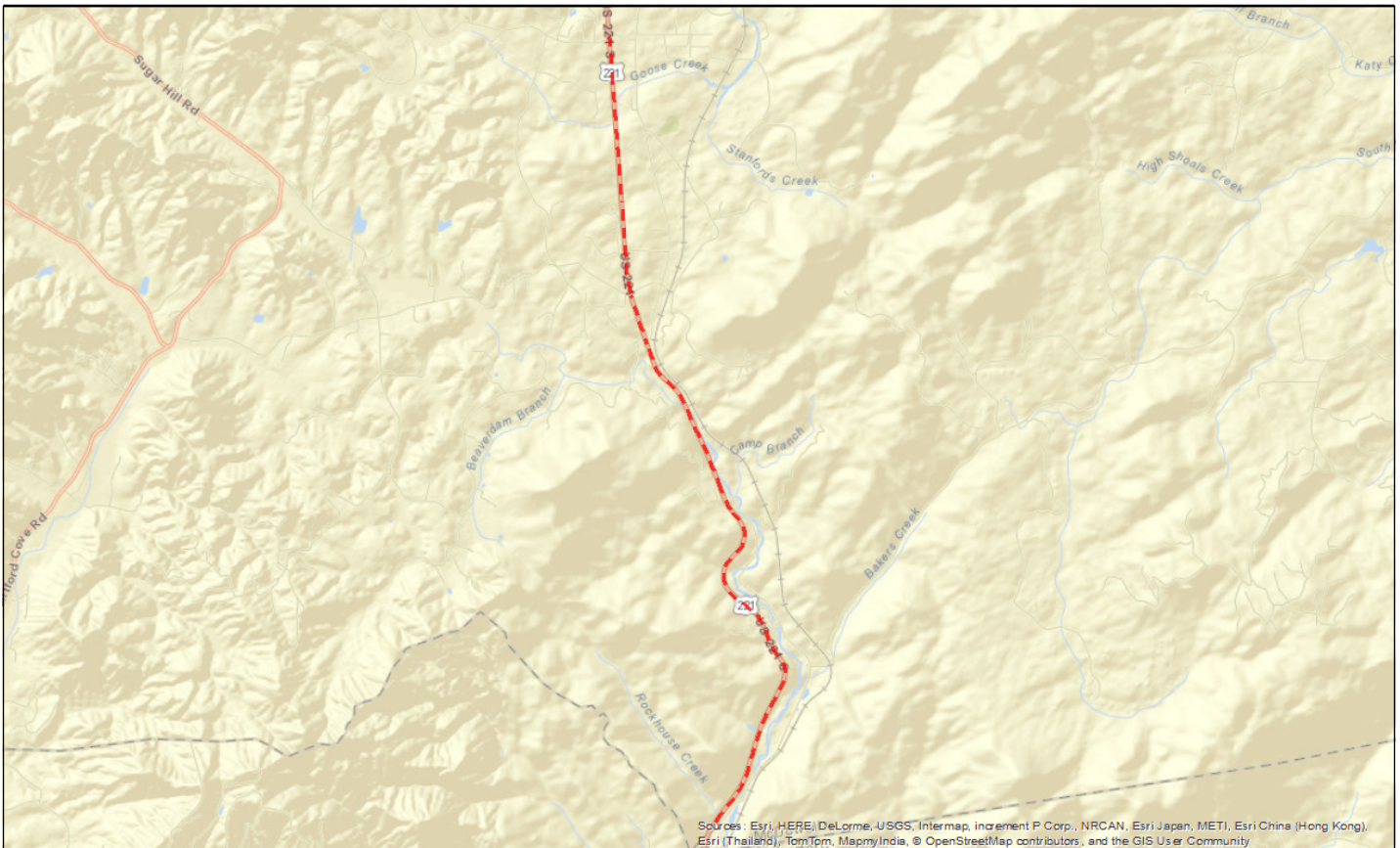
Widen to Multi-Lanes.

**Division(s):** Division 13

**County(s):** MCDOWELL

**MPOS(s)/RPO(s):** Isothermal RPO

### Project Location



**Statewide Mobility Total Score: 10.14**

<b>Quantitative Score</b>	<b>Division Engineer Local Input Points</b>	<b>MPO/RPO Local Input Points</b>
Congestion (V/C) (30%) 21.50 Economic Competitiveness (10%) 0.12 Multimodal + [Freight & Military] (20%) 3.59 Safety (10%) 29.43 [Travel Time] Benefit/Cost (30%) 0.07	N/A	N/A
<b>Totals: Weight: 100% Weighted Score: 10.14</b>		

**Regional Impact Total Score: 25.45**

<b>Quantitative Score</b>	<b>Division Engineer Local Input Points</b>	<b>MPO/RPO Local Input Points</b>
Safety (10%) 29.43 Congestion (V/C) (25%) 21.50 [Travel Time] Benefit/Cost (25%) 0.07 Accessibility / Connectivity (10%) 21.10	Percent: 15% Points: 0	Percent: 15% Points: 100
<b>Totals: Weight: 70% Weighted Score: 10.45</b>		

**Division Needs Total Score: 7.26**

<b>Quantitative Score</b>	<b>Division Engineer Local Input Points</b>	<b>MPO/RPO Local Input Points</b>
Congestion (V/C) (20%) 21.50 Safety (10%) 29.43 [Travel Time] Benefit/Cost (20%) 0.07	Percent: 25% Points: 0	Percent: 25% Points: 0
<b>Totals: Weight: 50% Weighted Score: 7.26</b>		

**Project Data \*****Existing Conditions**

Existing Cross-Section:	
Speed Limit:	55
Length (miles):	6.51
Facility Type:	Two Lane Highway
Access Control:	None
Functional Classification:	Other Principal Arterial
Terrain Type:	Rolling
Lane Width:	12
Paved Shoulder Width:	0
Roadway has Curb & Gutter?	No
Volume (AADT):	5033.77
Capacity:	15500
Volume/Capacity Ratio:	0.32
% Autos:	86%
% Trucks:	14%
Truck Volume:	717.57
Crash Density:	33.41
Crash Severity:	29.14
Critical Crash Rate:	25.76
Crash Frequency:	0
Severity Index:	0
County Tier Designation:	1
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	23
Existing Median Type (for Cost Estimation):	Undivided
Pavement Condition Rating:	99
Actual Congested Speed:	53
Travel Time Index:	1.04

**Project Benefits**

Project Cross-Section:	4A - 4 Lane Divided (46' Depressed Median) with Paved Shoulders
Speed Limit:	55
Length (miles):	6.51
Facility Type:	Multi-Lane Highway
Access Control:	Partial
Functional Classification:	Other Principal Arterial
Terrain Type:	Rolling
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	2
Travel Time Savings for 30 Years (Total):	92968.64
Travel Time Savings for 30 Years (Autos):	79715.79
Travel Time Savings for 30 Years (Trucks):	13252.85
Long-Term Employment:	2
% Change in Economy:	4.3E-07
Provides Direct Connection to Transportation Terminal?	No
Does project upgrade how the roadway functions?	Yes
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 13

\* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT On!line tool and associated databases.

**Project Ownership****Division**

<b>Division</b>	<b>Percent</b>	<b>Regional Impact</b>	<b>Division Needs</b>
Division 13	100%	0	0
	0%	0	0
	0%	0	0
<b>TOTAL Division Points</b>		<b>0</b>	<b>0</b>

**MPO/RPO**

<b>MPO/RPO</b>	<b>Percent</b>	<b>Regional Impact</b>	<b>Division Needs</b>
Isothermal RPO	100%	100	0
	0%	0	0
	0%	0	0
<b>TOTAL MPO/RPO Points</b>		<b>100</b>	<b>0</b>

**Project Cost and Source**

Construction Cost:	\$25,000,000	TIP Unit
Right-of-Way Cost:	\$5,500,000	TIP Unit
Utilities Cost:	\$0	TIP Unit
Total Project Cost:	\$30,500,000	
Other Funding:	\$0	None
<b>Cost to NCDOT :</b>	<b>\$30,500,000</b>	